

## LESS GASOLINE NEEDED TO RUN YOUR CAR IN THE HOT SEASON

Head of the Y. M. C. A. Automobile School Gives Some Valuable Pointers on the Driving of Automobiles During the Summer; Care of the Carburetor is an Important Matter.

“THERE are a number of points which should be borne in mind by automobile owners with the coming of hot weather if the most efficient service is to be had from the car,” says H. C. Brokaw, principal of the West Side Y. M. C. A. automobile school, of New York.

“One of these is the care of the carburetor. It will be found usually that not quite so much gasoline is required as in cold weather.

“It will be found also that in most cases the hot air stove of the carburetor may be dispensed with or adjusted. Usually provision is made on the hot air stoves for allowing some cold air to enter, or to take cold air entirely. Where the carburetor is water jacketed there usually is a valve that may be closed to prevent the flow of hot water. Experiment will determine whether it is advisable to cut out the heat entirely on the individual carburetor, since all are not benefited by the change.

“If the fan has been disconnected, or the radiator covered up, these things will be corrected, of course, when hot weather comes along. The engine naturally runs hotter in the summer time, the water vaporizes faster and occasionally boils away, so that it is necessary to inspect the radiator more frequently to see that the water is not running low.

“Likewise the water in the storage battery will evaporate more quickly, and where it has been necessary to replenish it once in two weeks in the winter it will need to be done every week in hot weather. This is not entirely due to evaporation from heat, but is accounted for in part by the fact that the engine starts easier and therefore less current is used for starting, and there is more daylight and the lamps are used less. Therefore the battery is more often in a fully charged condition and the charging current causes more gas than usual. This is caused by chemical action which decomposes the water, the hydrogen and oxygen gases passing off through the vent holes; the water escapes from this cause as gas instead of vapor.

“In hot weather city streets are generally sprinkled regularly, and the country roads are oiled some time during the season. The novice going behind a street sprinkler or reaching an oiled stretch of road should exercise particular care to prevent skidding, as he would be unlikely to realize the danger unless he had experienced it once.

“Hot weather softens up grease, so that trouble might be experienced through its seeping out of transmission or differential cases or from the grease cups. Many manufacturers recommend a heavier grease for summer than for winter to give the grease the ability to make a little ring of grease around each cup which will collect dust and give the car an unkempt appearance; besides there is the possibility of some of the dust working into the bearings. Grease cups must be kept turned down, so that the dust is forced out, and then they should be wiped off carefully. Every bearing needs additional care to keep dust out and lubricant in, but every moment spent in these ways divides in expense saved and in comfort and freedom from annoyance on the road, so that hot weather calls for added care and precautions.

### LEAK PROOF DEALERS HELP IN APPLICATIONS

One of the biggest aids given The Herald auto department this week in filling in applications for state licenses was that rendered by Henry Diers of the Western Motor Supply company. This company distributed Leak-Proof piston rings in the southwest and the factory supplies dealers with a chart of all makes of cars and showing the bore of the cylinders in the different models. On old models of cars, this information has been almost invaluable during the past week.

## CONSERVATION OF MILEAGE

The Second Article in a Series on the Care and Repair of Motor Car Tires.

Selection of Styles and Sizes.

EDITOR'S NOTE: It is estimated that the stupendous sum of \$250,000,000 was spent for automobile tires last year. Of this vast expenditure, experts figure \$100,000,000 was squandered by auto drivers through carelessness and ignorance in the use and care of tires. The Firestone Tire & Rubber company believes much of this unnecessary tire expense can be eliminated through education and that is the purpose of these articles, which were prepared by experts and offer only simple, practical suggestions.

THE application, care and usage of tires are necessary things to consider, but it is essential to good service that the correct type and size be adopted. Car construction, power, lateral strains and traction strains to the tires must be kept in mind when deciding upon diameter and cross section of tire equipment, but the weight of the car is probably the most important thing.

In selecting the tires for a car, consult your tire dealer, who will tell you the proper size for the weight of the car.

Much delay and annoyance can be avoided, when ordering new tires, by specifying the style. Regular clincher cases have stretchable beads and are designed for use on regular clincher (one piece) rims; they are sometimes used also on quick detachable clincher rims. When used on regular clincher rims, it is necessary to use clips or stay bolts to hold beads securely in rim clinches. When using regular clincher tires on quick detachable rims, it is necessary to use flaps to protect the inner tubes.

Quick detachable clincher cases have non-stretchable beads and can be used only on quick detachable clincher rims and the split type of clincher rims. This style of tire should always be equipped with flaps.

Straight side or straight bead cases have non-stretchable cables imbedded in the base and are designed only for quick detachable straight side rims and split type of straight side rims. This type should always be equipped with flaps. Straight side tires are sometimes used on quick detachable

clincher rims having filler beads in clinches of rims. This is not to be recommended, however, as the close width of this style of rim is not suitable for straight side tires.

CORD TIRES.

Here a word should be said about the new cord tires just becoming popular among discriminating buyers. The greatest enemy of the pneumatic tire is internal friction which generates heat and causes the rubber to deteriorate. It has been the constant aim of tire manufacturers, ever since the pneumatic tire was developed, to eliminate as much of this friction as possible. The cord tire is the result.

It has long been realized by tire engineers that the continual flexing of the tire walls as obstructions in the road are met causes the thread of the fabric to rub together where they cross, creating a destructive heat. The obvious way to get rid of this friction is to use a “fabric” in which the threads do not cross. This is just what the engineers do in making the cord tires. The “fabric” is made of one layer of cords all running in the same direction, each cord completely surrounded by rubber. The cords do not touch each other at any point in building up the body of the tire, the “fabric” is laid so that the cords run diagonally around the tire, the alternate layers in opposing directions.

Tires made in this way far outlast the regular fabric tires and are more resilient. This latter advantage makes them the choice to select when speed, power, economy and comfort are desirable.

OVERSIZE TIRES FOR COMFORT.

Oversize tires were primarily designed for exceptionally hard service, but have come into general favor because of extra strength, easier riding cushion and longer mileage. In fact, experienced car owners specify the oversize tires in many instances for original equipment of new tires. The resiliency of larger tires reduces the traction slippage on rear wheels, adds to comfort and lessens vibration to the mechanism of the car.

When oversize tires are placed on front wheels that were originally equipped with regular size tires, the overall diameter will be increased approximately one inch and the speedometer should be readjusted, otherwise the mileage recorded will be less than that actually traveled.

There is not enough added weight in oversize tires to affect transmission or differential or makes any objectionable difference in the power. The advantage of oversize tires, without the inconvenience or expense of changing wheel equipment, are features which mean more certainty and pleasure to motorists.

Following is a table of oversize tires:

Regular Clincher.	
30x3 1/2 fits a 24x3 rim.	
31x3 1/2 fits a 26x3 rim.	
32x3 1/2 fits a 28x3 rim.	
31x4 fits a 26x3 1/2 rim.	
32x4 fits a 28x3 1/2 rim.	
33x4 fits a 30x4 rim.	
34x4 fits a 32x4 rim.	
35x4 fits a 34x4 rim.	
37x4 1/2 fits a 36x4 rim.	
Straight Side.	
32x4 fits a 24x3 1/2 rim.	
33x4 fits a 26x3 1/2 rim.	
34x4 fits a 28x3 1/2 rim.	
35x4 fits a 30x4 rim.	
37x4 1/2 fits a 36x4 rim.	
37x5 fits a 36x4 1/2 rim.	

How to put the tires on the car after the proper sizes have been selected will be told in the next article of the series. This will appear in the next Weekend Herald.

From Office Boy To Texas Supervisor Is The Record of F. C. Burnett



F. C. Burnett.

Announcement is made by the Ajax Rubber company of the appointment of F. C. Burnett as supervisor of that company in the entire state of Texas. Mr. Burnett takes up his new duties immediately.

To automobile men and to men in the tire and accessory business, Mr. Burnett is well known. He enjoys the distinction of having started with the Ajax company as stock boy at the Dallas branch, where he rapidly climbed the ladder, covering the positions of tire adjuster, counter salesman, office manager and branch manager. His extremely substantial efforts in behalf of the Ajax tires, are responsible for his elevation to the position of supervisor in this wide territory.

Bob Elmore Slips One Over on “Dad” and Has New Buick “Six” Car

Robert Elmore, son of A. H. Elmore and captain of the Mercer baseball team, believes that he knows something about automobiles; perhaps as much as his father, who is in charge of Reo sales for the Hammings Motor company.

Bob has been saving up his money for a long time to buy a car and his mother recently gave him enough to add to his savings to complete his purchase. “Dad” Elmore, of course, started to work Bob as a real prospect for a Reo. But Bob had ideas of his own.

And now when the Mercer baseball players go for a ride with their manager they ride in a Buick “light six” and while A. H. Elmore regrets that he didn’t make the sale of a Reo, he admits that Bob is a “pretty good picker, at that.”

NEW GOODRICH BOSS ON A VISIT TO SOUTHWEST

G. O. Simpson, the new general sales manager of the Goodrich Rubber company with headquarters at Kansas City, is paying his first visit to the El Paso branch of his company. Mr. Simpson recently succeeded Fritz Oberhus, who is well known in El Paso.

Mr. Simpson is well pleased with the showing made by local manager E. N. Scott and his staff and is endeavoring to obtain more men for the local branch. Mr. Simpson states that the tire industry offers some wonderful opportunities for men of enterprise and he has openings for at least 100 men of the right caliber.

## NEW MEXICO TO DO ROAD WORK

Will Not Curtail Improvements for the War, According to Plans.

By DR. S. M. JOHNSON.

Road work in Mexico, suspended because of war conditions, is gradually being resumed. There were reasons for the suspension. The financing of road prospects might interfere with the Liberty loan. More foodstuffs must be raised and this would require all available man and team labor. The labor and material cost of construction at present would be abnormal. Moved by these considerations the state highway commission suspended road work and called upon all the county commissioners to do likewise.

Work Near Roswell.

It appears that the state highway commission is about to remove the embargo and enter actively upon a new era of road construction. A camp of considerable size and a rock crusher are located on six mile hill west of Roswell on the Roswell-El Paso highway and the surfacing of the road is progressing rapidly. Road engineers are making surveys and preparing estimates.

The council of national defense has issued an appeal not to curtail but rather to expand highway building. A strong public opinion demands the resumption of work. The seedling is almost over in the greater part of New Mexico and over large areas there are plenty of men and teams to care for

the crops and build roads. Large sums of money are already provided for road work and the Liberty loan has had the right of way.

To Get Federal Aid.

Within a few weeks New Mexico's share of the federal road appropriation will be \$236,313.42. In addition to this some of the counties have voted road bonds. Otero and Lincoln counties having voted a total of \$125,000. The state has funds available and is authorized to increase the amount. It is as important to have roads in order to transport foodstuffs to the shipping point as it is to produce the foodstuffs. In New Mexico, and especially in the southern half, roads reaching to and along the border are of vital importance in any plan of military preparedness. From every point of view, therefore, the resumption for the resumption of road

work in New Mexico outweighs the reasons for further delay.

To Help Warring Countries.

There seems to be justice in the contention that if the resumption should not be general, it should apply at least to those counties that have shown the cooperative spirit by voting road bonds. In such counties it seems reasonable that the state should match the amount provided by the county on all roads of state and national importance and should secure federal aid to double this amount. This would encourage self help in other counties and would result in the early construction of some of the most important main through lines of travel.

It would, however, be more in line with the best public sentiment and the far sighted patriotism, if in every county of the state road work might be resumed and pressed with all possible energy. Bad roads have not helped Russia and good roads have not hindered Germany in the past three years and nothing that can be done in New Mexico will safeguard the land more than the construction of modern highways. They will help to win this war, and be quite as useful in time of peace.

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HARVEY WILCOX IN ARMY.

Harvey Wilcox, manager of the truck department of the Lone Star Motor company, received orders on Thursday from the war department to report at the University of Texas, Austin, for instruction in the aviation corps, and leaves tonight for Austin to report. He took the preliminary examinations at Fort Sam Houston some time ago. Wilcox is an El Paso boy and has hosts of friends in the automobile ranks of this city.

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## New Texas State Law

### READ THE LAW

Sec. 8: Every motor vehicle other than a motorcycle, while on the public highways of this state when in operation, during the period of one-half hour after sunset to one-half hour before sunrise and at all times when fog or other atmospheric conditions render the operation of such vehicles unusually dangerous to traffic and the use of the highways, shall carry at the front at least two lighted lamps showing the white lights visible under normal atmospheric conditions at least 500 feet in the direction toward which such motor vehicle is facing \* \* \*

Sec. 9: Provided that no automobile, or motorcycle or bicycle shall be used upon the highways of this state which is equipped with a lamp which when lighted is capable of projecting direct rays at a greater height than a parallel of four feet from the road, etc.

requires that headlights of motor vehicles must not throw a direct ray of light at a greater height than four feet from the highway.

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